

3. A "man-trip" is composed of two cars, the brakecar and a mancar, which can take a maximum of 52 people, 32 in the mancar and 20 in the brakecar, into or out of the mine. It is used at the beginning and end of each shift, of which there are three, to take the full complement of miners into and out of the mine.

4. Normal procedure is for the mancar to be disconnected from the brakecar during the shift and left on a side track on the surface. The brakecar remains attached to the hoist rope and a supply car is coupled to the brakecar to make up a "supply-trip."

5. The brakecar is only detached from the hoist rope when the cable is changed, which is approximately every 4 to 6 months and on those occasions when heavy equipment is moved into or out of the mine.

6. Attaching the hoist rope to either the brakecar as is presently done or the mancar as is proposed by MSHA, requires a relatively complex (compared to the brakecar-mancar attachment) multi-step connection process which takes two men to accomplish because the coupling assembly weighs 177 pounds,

7. The brakecar contains a braking system which can be activated either manually by a person seated in the front seat of the car or automatically if either of two centrifugal switches senses an overspeed condition which would occur when the brakecar reaches a speed of approximately 300 feet per minute. The hoist normally runs at 100 feet per minute when hoisting people in the mantrip. In the event of an overspeed condition, such as would be caused by a hoist rope break, the brakes would automatically stop the brakecar and the coupled mancar.

8. These brakes are tested in the slope at least monthly and when tested together with the mancar, the brakes have performed properly, holding both the brakecar and the mancar.

9. The mancar is connected to the down-slope end of the brakecar by means of a steel drawbar that is 23 inches long, from 6 to 5-1/4 inches wide and 1-1/4 inches thick. There are two three-inch holes in either end of this bar through which a 2-1/2 inch steel pin connects the drawbar to the mancar. A 2-1/4 inch steel pin connects the drawbar to the brakecar by a coupling lever which obviates the need for anyone to go between the cars to connect them.